

## Railroads Lose Again Before Labor Board

Final Lot of Seventeen Contracting-Out Cases Go Against Them; Transportation Act Violated

Many Lines Are Involved

New York Central, However, Wins Its Dispute With Electrical Brotherhood

CHICAGO, Oct. 6.—Seventeen cases, the final lot before the Railroad Labor Board involving the contracting out system which the Federated Shop Crafts insist was one of the primary causes of the rail strike, were finally decided this afternoon by the United States Railroad Labor Board. As in the first case, the Board held that the roads violated the transportation act.

The roads involved were the Erie, regarded as one of the most ardent supporters of the contracting out plan; the Ann Arbor; Cincinnati, Indianapolis and Western; the Southern Pacific of Louisiana and Texas; the Big Four; Pere Marquette; Boston and Albany; Bangor and Aroostook; Chicago, Rock Island and Pacific; Michigan Central; Maine Harbor Belt and the New York Central. Some of these roads, including the Boston and Albany, had discontinued the practice prior to to-day's ruling in accordance with a promise made to the Labor Board at the beginning of the shop crafts strike.

In another case the International Brotherhood of Electrical Workers lost its dispute with the New York Central regarding the return of the maintenance of telegraph wires to the owning company, the Western Union. The board upheld the railroad's contention of its right to discontinue performance of work on property not owned by it.

WASHINGTON, Oct. 6.—Traffic conditions on railroads were asserted to be very unsatisfactory by a chief official of the Administration, speaking informally at the White House to-day.

The rumored failure of railroads to move the traffic, it was declared, was due to the deterioration of freight cars and locomotives resulting from the shopmen's strike.

In this connection, it was pointed out that President Harding originally proposed last summer to settle the strike by allowing strikers to return with seniority rights unimpaired, which proposition the railroads refused. The Administration spokesman remarked that the railroad had been dealing with a number of individual railroads in recent settlements and that in every case the men had been taken back by them on the arrangement the President originally suggested. The spokesman continued, illustrating that railroad rolling stock had deteriorated during the strike, whatever representation had been made about the matter by the roads or any one else.

## U. S. Probes Hard Coal Prices and Distribution

Governor Miller Is Included Among Many Who Complain of Variation

WASHINGTON, Oct. 6.—Investigation was ordered to-day by Federal Fuel Distributor Spens of anthracite prices and distribution, which have been the cause of considerable complaint from consuming territories. The inquiry will be made by F. R. Wadsworth, special assistant to Mr. Spens.

Governor Miller of New York, among others, has telegraphed the distributor complaining of the variation in prices of anthracite, and there also has been some complaint that the shipments of anthracite are being diverted to Canada although large cities on the American side still are under-supplied.

Announcement concerning the membership of the Federal Coal Fact Finding Commission which it had been indicated might be made at the White House to-day, was deferred, it being explained that President Harding was awaiting letters of acceptance from three men.

## Policeman Injured by Car Carrying Governor

Frank Giordano, a motorcycle policeman attached to the Jamaica police station, Queens, reported at 6 p. m. yesterday, two hours after going on patrol, that he was in need of medical attention for lacerations of the left leg, which he suffered Thursday night when Governor Miller's automobile hit him. He was put on the sick list and went to Jamaica Hospital.

Giordano was one of the police escort furnished for Governor Miller when he spoke Thursday night at the Jamaica Training School. He was proceeding to the Governor's car after the meeting, and had slowed down because of traffic at Hillside Avenue and Queens Boulevard, when he was knocked down, with his motorcycle, by the automobile.

Up, Giordano remounted and finished his tour of duty, going out again at 4 p. m. yesterday. After two hours of patrol, however, his leg became so painful that he telephoned the police station.

Patrolman Joseph B. McGovern, thirty years old, of 731 Fifty-seventh Street, Brooklyn, was thrown from his motorcycle last night at Fifty-third Street and Fifth Avenue when struck by a taxicab which swung out of line and upset him. The driver did not halt his machine.

The patrolman was taken to the Forty-seventh Street station, where a surgeon took twenty stitches in his right leg, which was severely cut from the knee to the ankle.

## Trapped by Fire, 18 Escape Through Smoke by Roof Tops

Joseph Josephs, president of the United Kimono Company, which has quarters on the ninth floor of the ten-story building at 532-534 Broadway, opened a door leading into a hallway last night to investigate an odor of smoke. He found the hall filled with smoke and realized that flames were sweeping through the floor below.

Mr. Josephs realized also that that was no time for him to get excited or for him to excite his eighteen employees at work on the floor with him. He closed the hall door, calmly called his employees together and then called the Fire Department.

In a few minutes, however, Mr. Josephs and the eighteen employees, six of whom were women, became aware that they could not wait for firemen to save them, no matter how soon the firemen might reach the scene. The smoke from the hallway, which had at first oozed through cracks in the door in tiny streams, now poured through and was becoming so heavy as to threaten them all with suffocation.

## Yukon Caribou Herds Stop River Steamboats

DAWSON, Y. T., Oct. 6.—Tens of thousands of wild caribou are now swarming over the hills through the suburbs of Dawson for a radius of fifty miles. The great herd which annually treks through this district is now moving northward.

Large herds swimming the Yukon have interfered with the progress of steamboats in the river. The herd is so vast that the hunting by men, women and children, who have provided nearly every home with deer meat for the winter, has had no noticeable effect.

## Mayflower Owners Challenge Winner To Race for \$5,000

All Skippers in Gloucester Fishing Fleet Event Get Wired Offers for Match Sail Day After Cup Tilt

BOSTON, Oct. 6.—The American or Canadian schooner winning this year's international fishermen's series, to be held off Gloucester, commencing October 25, has been invited to meet the Boston schooner, Mayflower, twice debarred as a cup contender, in a race for a purse of \$5,000.

After a meeting to-day the Mayflower Associates, owners of the Mayflower, telegraphed challenges to the skippers of all the schooners entered in both the American and Canadian elimination races in which a Canadian defender and an American challenger for the international fishermen's trophy will be chosen. A telegram was also sent to the American Fishermen's Race Committee at Gloucester accepting the offer of that body to manage the proposed special race, should the cup winner of this year accept the challenge of the Mayflower.

The message to the managing owners of each contender was as follows: "If you win the international race are you willing to race the Mayflower on the following day for a purse of \$5,000, \$3,000 to winner, \$2,000 to loser. To raise the money, also prepare Mayflower, we would ask you to favor us with immediate and official answer."

The challenges sent by the Mayflower Associates were addressed to Captain Angus Walters, of the Canadian schooner Bluenose, winner of last year's international series; Captain Joseph Conrad of the Canadia; Captain Whynacht of the Mahaska; the skipper of the Lunenburg schooner, Marguerite K. Smith; Captain Clayton Morrissey of the Gloucesterman, Henry Ford, and Captain Benjamin Pine of the Elizabeth Howard, another American aspirant to cup honors.

## Hanged Man Revives And Is Hanged Again

Murderer Cut Down After Four Minutes, Then Second Executioner Takes Hand

WOODSTOCK, N. B., Oct. 6.—Bennie Swim, the twenty-year-old murderer who had been twice reprieved, was hanged to-day with difficulty. Strung up by one hangman, he was cut down four minutes later, supposedly dead, only to be found still living. A second hangman then took up the grisly work. The murderer, unconscious, was carried again to the gallows, the trap was sprung anew and this time the body was allowed to hang until life had passed. Swim left with Rev. H. W. Bragdon, a signed statement admitting the shooting of his cousin, Mrs. Olive Trenholm, and her husband, Harvey Trenholm, at the Trenholm home at Benton Ridge last March.

Swim was very weak when called upon to go to the gallows. He had been ill with tonsillitis for several days, but was able to ascend the execution platform with little assistance. He prayed continuously as preparations for his hanging went on. These were made in the darkness just before dawn. It was 5 a. m. when the trap was first sprung.

After four minutes suspension, Swim was pronounced dead and the body was cut down by the hangman who had given his name as M. A. Doyle, of Montreal. A few minutes later, however, faint heart action was noted. A conference of officials was held and it was decided to hang him again.

The other hangman, whose identity was concealed under the same assumed name of M. A. Doyle, was called upon to take over the second hanging. A new rope was adjusted and the execution was completed.

## Klan Rulers Deny Charges Against Ex-Wizard Clarke

ATLANTA, Oct. 6.—The Imperial Klondium, ruling body of the Ku Klux Klan, in a statement made public to-day denied the truth of charges against Edward Young Clarke, imperial wizard pro tem, indicted yesterday on the allegation of using the mails to defraud.

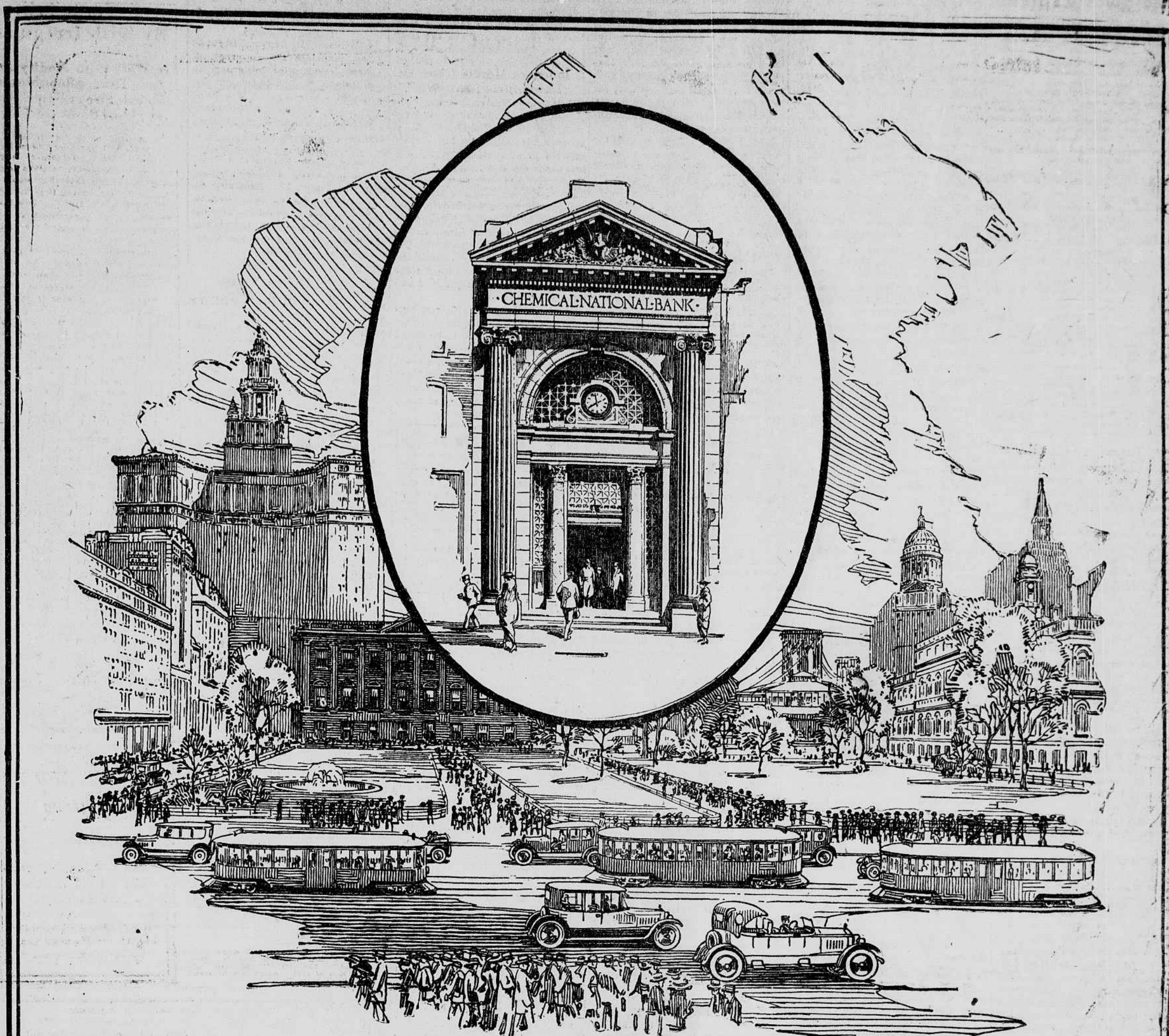
"The charges against Mr. Clarke and on which the indictment was found," said the statement, signed by W. J. Simmons, imperial wizard, and other members of the Klondium, "were charges presented by the same crowd of former employees who were discharged from the organization and who have filed one lawsuit after another ever since they were removed from the payroll."

Towels were quickly produced and the eighteen employees, after drenching them, wrapped them about their heads at the direction of Mr. Josephs. He then led them through the smoke-filled hall in a dash to the rear of the building. There they climbed to the fire-escape and ascended it to the roof and crossed to the roof of the building at 530 Broadway.

Two men and a girl who had been at work on the tenth floor, which is occupied by the C. Kalico Company, Inc., also escaped over the roof. They had not been threatened with suffocation, however, as the smoke did not penetrate in any great volume to the tenth floor.

The fire started on the eighth floor, occupied by the Advances Hat Company. Its origin was not determined. Patrolman James Stern, of the Mercer Street station, saw smoke bursting from a window of the eighth floor and after turning in an alarm ran into the building to warn occupants. He was unable to get beyond the seventh floor.

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